

The last public work, the Member mentioned, was the Peringara *kadavu*. That could be made available to the public, if one mile of the canal from Karakkal to that *kadavu* could be deepened, for, in that case, boats could be taken from Alleppey direct to Peringara *kadavu*. According to the estimate of the local P. W. D. Supervisor, a sum of Rs. 2,000 would be sufficient. But the people were prepared to carry out that work for Rs. 1,000. The want of such an extension of the canal raised the price of articles taken to that *kadavu* by a circuitous route at present.

In conclusion, the Member said that he was not going to press other local needs in view of the necessary economy practised by the Government.

Dewan's reply.—Noted.

79. Roads in the eastern *pakuthis* of the Tiruvalla taluk.

Mr. K. Govinda Pillai (Member, Tiruvalla taluk) made mention of the following roads:—

(1) Mallappalli-Cherukolpuzha road, otherwise known as Poovana-kadavu-Cherukolpuzha road.

It was nearly ten years since the above road was sanctioned. Lands for a distance of three miles had already been acquired by the Government on payment of compensation and the people had cut that section of the road. The P. W. Department had now suggested that, unless the people surrendered the required lands free of compensation, the road might be abandoned. The Member was of opinion that the people were not responsible for the fixing of heavy compensation and that, if the Tahsildar or a person of equal status had been deputed to assess the compensation, the amount already paid for 3 miles of the road would have sufficed to meet the compensation charges for the remaining portion of the road. The Member said that the suggestion of the P. W. Department to abandon the road was regrettable and prayed that lands for the remaining portion of the road might be acquired at Government cost and the road ordered to be completed by the department as early as possible.

(2) Piranattom-Mallappalli road.

That road was opened by the Dewan. The people were prepared to surrender the required lands free of compensation. The road had also been cut satisfactorily. The P. W. Department insisted on the people completing the culverts and the bridge before the Government took possession of the road. It was after spending enormous sums of money that the people were able to bring the above road to its present condition. It was hard to ask them to finish the culverts and the bridge also. The Member prayed that the department might be asked to take possession of the above road and complete the works.

(3) The road leading to the Kallisseri-Kalluppara road from the 77th mile of the M. C. road.

That road was only about 2 miles in length. There was already an old bye-path in the locality. There were not many lands to be acquired on payment of compensation. Even if there were any such lands, the people were ready to hand them over free of compensation. The road would be highly useful to the inhabitants of the place and for developing commerce. The Member, therefore, prayed that it might be made cartable as early as possible.

Dewan's reply.—In regard to the first road, the sum of Rs. 7,162 sanctioned in the budget for 1991 was used up in the payment of compensation for the lands taken up for the first three miles of the road. The people should be prepared to part with their lands for reasonable compensation. The Peishkar will be asked to depute the Tahsildar to value the lands in consultation with the people. It is a loss to the Government also to abandon this road.

Regarding the second road, the Chief Engineer says that the people seem to have lost their earnestness in the matter. The Government are keen about the completion of that road.

The other point mentioned by the Member is noted.

80. Tiruvalla Market canal.

Mr. John Eapen (Member, T. I. C., Tiruvalla) first thanked the Government for sanctioning a sum of Rs. 19,665 for the improvement of the Tiruvalla Market Canal. He said that the work was not started, probably on account of the difference of opinion as to the best route the canal should take.

Dewan.—Final orders have been passed on the subject of deviation. The Government have accepted the route originally proposed by the Chief Engineer.

Member.—The shorter route suggested by Mr. K. N. Eippa, the Member for the taluk at the last session, would be more convenient, though the D. P. W. were against adopting that route.

Dewan.—In such matters, professional opinion has to be accepted.

The Member said that, whatever difference of opinion there might be in regard to the route, the speedy completion of the work was long wished for by the people and he prayed that want of funds might not delay the progress of the work. He requested that some provision might be made in the next budget for the execution of the work.

Dewan's reply.—Noted.

81. Unsatisfactory condition of the means of communication in the Shertalai taluk.

Mr. C. Landi Mani Andrew Fereira (Member, Shertalai taluk) said that, though the taluk stood very high in respect of revenue to the State Treasury, the people did not derive any material help from the Government in the matter of affording means of communication in the taluk. The subject had been repeatedly brought to the notice of the Government at successive sessions of the Assembly. In the scheme prepared in 1982 at a meeting of the Members of the Kottayam Division under the presidency of the Chief Engineer, the need for public works in the Shertalai taluk was unanimously agreed to be very urgent. The roads for the taluk headed the list of works prepared then. It was regrettable to note, however, that nothing worth mentioning had been done till now. The taluk was far from being healthy. The heat in the summer season was intolerable. Even coconut trees had to be watered for more than 4 or 5 months in the year. Such dangerous diseases as elephantiasis, lymphatic or elephantoid fever and leprosy generally prevailed in the taluk. The contribution from the people of the taluk to the State revenue under Land Revenue, Stamps, Excise, &c., was not inconsiderable. The taluk was sandy throughout and locomotion from one place to another was extremely difficult, especially when the sand got heated during day time. The disease of elephantiasis was sure to disappear, if convenient roads were opened in the taluk. The want of means of communication vitally affected the education, agriculture, commerce and social condition of the people. As the ryots were unable to follow improved methods of agriculture, the lands became less and less productive. Even the touring officers did not visit the interior parts of the taluk for want of proper roads. Though the Government spent a certain sum on the Shertalai Canal, the work was abandoned subsequently, to the great disappointment of the people. The Member, therefore, prayed that the following public works might be executed as early as possible:—

(1) The following roads should be metalled and made cartable :—

(a) All the public roads in the Shertalai town,